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Inside Seven - a District 7 Edition of the CT News

GROUNDBREAKING CEREMONY LAUNCHES "VALLEY GATEWAYS PROJECT"

By Jeanne Bonfilio



Members of the Valley Gateways Project team break ground for the pilot beautification project at the Roscoe Boulevard on-ramp to the San Diego Freeway (I-405) in the San Fernando Valley. Photo left: Dennis Snyder, Caltrans Project Manager; Bruce Ackerman, President, Economic Alliance of the San Fernando Valley; Gary Lee, Plant Manager, Anheuser-Busch Companies, Inc.; Andrew Baldonado, Director, Anheuser - Busch Local Government Affairs; and Stuart Waldman, Chief of Staff, Assembly Speaker Robert Hertzberg's office.

Photo right: Dennis Snyder, Caltrans Project Manager; Larry Moss, Lawrence R. Moss and Associates Landscape Architects; Bruce Ackerman, President, Economic Alliance of the San Fernando Valley; Assembly Speaker Robert Hertzberg; Miriam Jaffe, Chief of Staff, Councilman Jack Weiss' office; and Bron K. Ruf, consultant designer, Lawrence R. Moss and Associates.

In association with the Economic Alliance of the San Fernando Valley, Caltrans and other vital partners are helping to enhance and beautify some 30 freeway on- and off-ramps that serve as "gateways" to San Fernando Valley communities. Coined the "Valley Gateways Project" the work will involve installation of new landscaping and other aesthetic improvements designed to beautify and enhance freeway entry and exit points throughout the San Fernando Valley. Hailed as a major beautification and image improvement program, the pilot project is currently under way at the San Diego Freeway (I-405) Roscoe Boulevard on- and off-ramps. The eagerly anticipated groundbreaking ceremony took place August 17.

Those present at the ceremony included: California Assembly Speaker Robert Hertzberg; Stuart Waldman, Chief of Staff

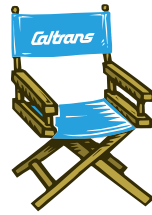
for Speaker Hertzberg; Miriam Jaffe, Chief of Staff for Councilman Jack Weiss; Dennis Snyder, Caltrans Project Manager; Bert and Jane Boeckmann, owners of Galpin Motors; Gary Lee, Plant Manager, Anheuser-Busch Companies, Inc.; Andrew Baldonado, Director, Anheuser-Busch Office of Local Government Affairs; David Fleming, Chairman, Economic Alliance; Bruce Ackerman, President and Chief Executive Officer, Economic Alliance; Larry Moss, Lawrence R. Moss and Associates Landscape Architects; Bron Ruf, Consultant Designer, Lawrence R. Moss and Associates; and Chuck Johnson, Chief Financial Officer, Oakridge Landscape, Inc.

The Valley Gateways Project, sponsored by local businesses, municipal entities and other private funding, is a team approach and was spearheaded by Speaker Hertzberg. He has been working

on the project with the Economic Alliance for the past three years. The California Transportation Commission (CTC) has reserved \$7 million to bring the project to additional Valley freeway ramp locations.

"Speaker Hertzberg brought his vision of this unique concept — depicting the freeway ramps as 'gateways' to the San Fernando Valley — to the CTC," said Commissioner Allen M. Lawrence, CTC Chairman. "What developed was a public/private partnership to improve and beautify the Valley by increasing the number of drought-resistant trees, flowering plants and other shrubbery. These beautify and provide shade, as well as help in lowering maintenance costs." Lawrence added that the CTC looks forward to working with all the partners involved in this effort. "We will continue our close

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THE DIRECTOR'S CHAIR

The September 11 attacks on New York City and Washington, D. C. and the plane crash in Pennsylvania have changed the way we will be doing business in the future. We were all put on alert that day. Caltrans' Maintenance personnel were mobilized and ready to respond to any situation as they have always been capable of in the past, such as earthquakes, the Olympics and other major events. Our Emergency Operations Center (EOC) was activated, as well as all other Caltrans EOC's across the state to provide assistance if needed. Caltrans was ready! I want to thank all employees for their orderly evacuation of the building that day and for their continued spirit of cooperation. Local public transportation was provided by Metrolink and extra buses were put into service so employees in the Downtown Los Angeles area were able to return home safely. I want to thank all of our partners in transportation in the Los Angeles area for making that possible. Many of you have offered to assist in New York and Washington, D. C. if the need arose. All who have volunteered have been placed on a list. Had your services been needed you would have been called upon. So far, no services have been requested. From what I understand, there are more volunteers than can be utilized at this time. However, I wish to thank you all for your concern and spirit of volunteerism. It is nice to see the country rising to the occasion to help others.

Our cover story this month has received much interest from Caltrans and from the public sector to make Los Angeles more beautiful. Our efforts are focusing on rehabilitation of the freeways as a whole; not just the roadway, but the landscaping, the signing and everything from fence to fence to make the freeways — some of which are over 40 years old — more attractive for our customers. As part of these efforts, the Valley Gateways Project will target selected freeway ramps in the San Fernando Valley for beautification. The pilot project, located at the San Diego Freeway (I-405) at Roscoe Boulevard, is currently under way. This is hopefully the forerunner of other interchange improvements in the San Fernando Valley.

The Route 30 project, now renamed Route 210, is moving along well. Our target date to open to traffic is by the end of 2002 and we are right on schedule both in Los Angeles and San Bernardino counties. This major project will provide a connection from the current freeway terminus to the I-15

interchange and will continue beyond that to Fontana. The Los Angeles County portion in Claremont and LaVerne is anticipated to complete in late summer, 2002. The San Bernardino portion should be open in the latter portion of 2002. A grand opening ceremony for all projects in both counties is expected to be held at that time. The remaining portion to be built is in San Bernardino and Rialto and will connect to Route 215. When complete, commuters will be able to travel on the 210 Freeway from the Golden State Freeway (I-5) in the San Fernando Valley to Route 10 in Redlands. Thanks to all for the great work on this major improvement project.

Project delivery is still doing well in the District, despite the many challenges we have faced. Even with the recent telecommuting, alternate work sites and relocations, I am confident that it is still possible to remain number one statewide in project delivery. The results thus far after the first quarter show we are right on track to stay in the number one position. And with many employees coming off telecommuting this month, I am confident that District 7 will continue with the high level of project delivery we have already achieved. I encourage everyone to stay on track with the milestones, activities and workplans to remain the number one district, statewide, in project delivery. Thanks to every employee for your efforts and for your endurance with the many challenges and for doing such a great job to get to that statewide number one rating.

We are still anticipating a move-in date of spring 2004 for our new District Office Building. I am hopeful that by mid-November, we will have a selection on the design/build team to carry the project forward. I am looking forward to the groundbreaking in early 2002. Many thanks to everyone for your continued teamwork and patience as together we eagerly anticipate our brand new, state-of-the-art facility in the near future. •

ROBERT W. SASSAMAN
District Director

Gateways Project

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partnership with Speaker Hertzberg, the Economic Alliance, Caltrans and local businesses, while hoping to provide increased funding for additional future improvements," Lawrence said.

In addition to the CTC and Speaker Hertzberg's efforts, the Economic Alliance said that the support and leadership of Galpin Motors and Anheuser-Busch launched the Valley-wide program by underwriting the design, landscaping and maintenance of the pilot project. "The program will visually unify the San Fernando Valley, provide environmental protection of native species and enhance each gateway community," said Bruce Ackerman, Economic Alliance President and Chief Executive Officer.

According to the Economic Alliance, some 30 intersections in the San Fernando Valley region have been identified for improvements. They said most of the upgrading will focus on enhanced landscaping of the ramps; as well as additional improvements to undercrossings, such as painting, fencing, installation of trees, plants and other shrubbery. Some areas may receive colored pavement stamping and tree skirting.

"Off-ramps are the 'gateways' to our communities," said Hertzberg. "I know that this partnership will do wonders to improve these 'front doors' to the San Fernando Valley." Gary Lee, Anheuser-Busch Plant Manager noted that the project will provide visual benefits to the communities. "We strive to be a good neighbor in the Valley and felt this was a great project for us to support," Lee said. "We look forward to seeing the finished site." Bert and Jane Boeckmann added that they are delighted with the project and plan on continuing the landscaping theme of palm trees up Roscoe Boulevard.

Dennis Snyder, Caltrans Project Manager, explained that Caltrans has been on the Valley Gateways Project team from the beginning and that the team concept is a "win-win" situation. "Caltrans has been delighted with the efforts by all involved in this undertaking," said Snyder. "We have helped develop some of the concepts which will be used, we've reviewed and

approved plans and our Maintenance and Landscape crews have been very helpful in removing the old material, clearing ramp areas of brush and debris and repairing water mains, sprinklers and other irrigation equipment." Caltrans will continue to assist with construction permits, coordination of projects and future maintenance on new landscaping.

For the pilot project, Lawrence R. Moss

and Associates was chosen as the landscape architect and Oakridge Landscape, Inc. for the construction. Its completion is expected by the end of October, 2001. The Economic Alliance is contacting other major businesses for sponsorship of future projects along freeway interchanges within the San Fernando Valley. For additional information, please contact the Economic Alliance at (818) 379-7000. •



The Roscoe Boulevard on-ramp to I-405 before the Valley Gateways Project.



An artist's rendering or "photo simulation" of the Roscoe Boulevard on-ramp to I-405 after the Valley Gateways Project.



Freeway

Foothill Freeway (210) Construction Update

By Rick Holland

Construction of the Foothill Freeway (210) in the eastern portion of Los Angeles County is progressing at a rapid pace and is taking place in two Caltrans districts: District 8 (San Bernardino County) and District 7 (Los Angeles County). Once complete, it will connect the cities of San Dimas, La Verne, Claremont, Upland, Rancho Cucamonga, Fontana and Rialto, traversing some 28.2 miles. Of that length, 6.5 miles are in Los Angeles County.

August 20 marked the opening of the William E. Leonard Interchange in San Bernardino County. Over 200 guests and supporters gathered on the freeway to honor and dedicate this new interchange to William E. Leonard, former chairman of the California Transportation Commission. Dignitaries came from afar to salute Leonard and resolved to make the Foothill Freeway a reality. Governor Gray Davis and Secretary of the Business, Transportation and Housing Agency, Maria Contreras-Sweet, participated in the celebration. Governor Davis said, "Leonard was key in this effort. He is one of the people who had the vision for the need for the 210 Freeway." The freeway has been in the planning stages since 1949.

Although it was Leonard's day, all who spoke, including Leonard, had nothing but praise for everyone involved. "Without the efforts of the Caltrans workers, contractors and the cooperation and patience of the community, none of this would be possible," Leonard said.

In Los Angeles County, there are three major projects remaining:

Project 1 East End — Baseline Interchange — Claremont

Currently, contractors are preparing to place the deck on the Baseline Bridge overcrossing. In mid-September, Caltrans switched traffic from the old detour to the new configuration. The detour consisted of two lanes in each direction. This new configuration allows one lane in each direction. Eastbound traffic from Baseline Road has been rerouted to travel north on Padua Avenue a few hundred feet detouring traffic around the construction site and back to Baseline Road. The purpose of this new detour is to allow construction crews to build the embankment for the Baseline Bridge. Traveling east, Baseline Road starts to elevate at Padua Avenue/Monte Vista Avenue. This makes building an embankment necessary. Once the embankment is built, the shoulders and duct work will begin. All of the utility companies must place their duct work prior to construction of the structural section and pavement of the new bridge. Water mains, electrical systems and fiber optic communication systems are all part of the process. Monte Vista Bridge work is going on concurrently. The idea is to finish both bridges at the same time. Coordination is important. Utility work on both bridges should be complete in December. Once the utility work is complete, structural work can begin. The structural work includes base, asphalt, curve work, etc. After this is complete, construction will begin on the loop-ramp overcrossing bridge at

Baseline Road. The loop ramps are roughed-in already. Fine grading is expected to begin during the first quarter of 2002. Next month crews will start to place base on the mainline. Prasad Bobba is the Resident Engineer on this project.

Project 2 — Thompson Creek to Indian Hill Boulevard — Claremont

This project is 50% to 60% complete. Excavation is complete and construction crews have started to lay the sub-base. This process should take two to three weeks. After the sub-base is laid, the next phase will be the base. The final phase will be the concrete. The concrete is expected to be poured in mid-October. Drainage work is still in progress at Indian Hill Boulevard and Towne Avenue. Towne Avenue is fully closed, but is expected to open prior to the beginning of the school year. The purpose of this closure is to allow

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New Changes Bring New Challenges For Project Delivery

The recent modifications at the District Office Building have brought many new challenges to Program and Project Management in meeting project delivery demands. New work schedules, telecommuting, relocations, space limitations and not working overtime are some of the many challenges employees are facing, while trying to remain focused and on track for project delivery — on time and within budget. "But even with these changes and challenges, the dedicated workforce behind project delivery remains exceedingly capable and I know we can do it," said Raja Mitwasi, Deputy District Director for Program and Project Management. "We have proven we can do it before and we will prove it again."

Mitwasi said he is a strong believer in the principles and practices of effective project management. It is these principles and practices which have given District 7 the distinction of being the current statewide leader in project delivery. As Mitwasi has noted in the past, good communication between the Project Managers and the Functional Managers is the key factor in their success. "This is the true test to show that the Project Managers are the heart of the operation; at all times they are keeping the functional units up to date and the lines of communication open," he said. "Functional Managers are continuing to do their great work, whether telecommuting, working in the District Office Building or relocating to a new facility at 801 S. Grand, 1000 Wilshire Boulevard, various Maintenance stations or other state facilities."

Mitwasi is confident that with the Project Managers continuing to work closely with the Functional Managers, Caltrans will continue to accomplish the many tasks which lie ahead for the new fiscal year in order to remain number one. Caltrans District 7 — the statewide leader in project delivery — on time and within budget! •

...RETIREE SPOTLIGHT...



Irma Lopez is presented with a special "Recognition of Outstanding Service" plaque from Doug Failing, Chief Deputy District Director.

Irma Lopez Leaves Caltrans

By Patricia Reid

After 39 years of dedicated service, Irma Lopez recently announced her retirement. She's looking forward to spending more time with her family, traveling and embarking on new adventures. District 7 Chief Deputy Director Doug Failing presented Irma with a very special "Recognition of Outstanding Service" framed plaque. Failing said, "On behalf of the entire District, I would like to present you with this special Certificate of Appreciation for all your hard work and the many wonderful things you've done over the past 39 years."

"It's impossible to fit all you've done on one page," added Failing. "I've known you ever since I've been here, Irma, and you have always been one of the first people I look to for advice. We can't thank you enough for all you have done. We hope you have a wonderful retirement."

Irma said, "Thank you so much for this wonderful surprise. I have mixed feelings about retiring after all these years – I will be glad to be home with my family, but I will miss all my wonderful friends here at Caltrans." She added, "The Division of Highways and Caltrans have been very good to me. I will miss you all."

District 7 Director Robert W. Sassaman, said, "Irma has been a valuable employee that will be missed by all. She has been involved in many different assignments and always has a smile for everyone."

Margie Tiritilli, Chief of the Public Affairs Branch, said, "To say that you will be greatly missed by the Department is an understatement! It will indeed be very difficult to fill your role." Irma studied to be a medical technician at East Los Angeles College and was working in a medical lab for a small hospital when her friends convinced her to come to work for Caltrans during one summer nearly 40 years ago. "I liked it so well I never left," she said. She

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Stan Mixon, second from left, is congratulated on 40 years of service from, left to right, Tom Almany, Office Chief, Maintenance; Bill Reagan, Office Chief, Design; and Doug Failing, Chief Deputy District Director.

Stan Mixon Retires

After a 40-year career at Caltrans, Stan Mixon, Transportation Engineer, has retired effective September 1. His career began in 1961 as an Engineering Aide when Caltrans was then referred to as the Division of Highways. Along the way, Mixon spent twelve years in Surveys, a few more years in the Materials Lab, about six years in Environmental Planning and since 1981 until he retired he worked in Design. Mixon worked closely on a number of important transportation projects over the years, some of which included the Glenn Anderson (105) Freeway and the Harbor Freeway/Transitway extension to Adams Boulevard.

Simon Kuo, Senior Transportation Engineer, Design A, Mixon's most recent supervisor, noted that Mixon gained a tremendous amount of experience in his 40 years, as well as a lot of friends. "Stan is extremely friendly and is a real people person," said Kuo. "He is always helping out and assisting with training new engineers in the office. Stan always made new employees feel very comfortable and welcome."

"I really enjoyed working with the people at Caltrans," said Mixon. "And I was proud to represent them for Professional Engineers in California Government (PECG)." Mixon served as past-president and vice president of the organization. He is currently a delegate and union representative.

Mixon said he will miss all of the many friends he has made over the years. "Caltrans is my 'family,'" he said. "They are my brothers and sisters and daughters and sons. They are people I have come to be very concerned about and I will continue to stay in touch with them," he said.

"We all wish Stan a peaceful retirement, much happiness and we thank him for his 40 years of dedicated service," said Kuo. "All the very best to him for a long and fulfilling retirement."

Mixon's retirement plans include traveling, fishing and spending time with his wife, children and eight grandchildren. •

210 Update

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Pictured above, boring for the drainage system is taking place in the city of LaVerne for Route 210.

for the widening of Towne Avenue, construction of the on- and off-ramps, electrical system, sewers and drainage systems. Flume construction at Indian Hill Boulevard is currently underway. This flume (a closed culvert) is part of the drainage system that will carry water across the freeway. Michael Chou is Resident Engineer on this project.

Project 3 — Present Terminus of Route 210 to Towne Avenue, La Verne/Claremont — 3 miles

The boring for the drainage tunnel is complete. Pipe is currently being installed. Once the pipe is installed, grouting will take place. Pipe installation is expected to be complete within the next month. Soundwalls and retaining wall construction is 40% to 50% complete. Excavation is moving right along, proceeding east towards the already completed Claremont excavation. Eight hundred to 900 loads of dirt are being hauled away daily. Water trucks remain on site in an effort to keep dust to a minimum. Once excavation is complete, concrete will be poured. This will probably take place after the rainy season. Currently, utility work is also under way.

Presently, drainage work is the focus. There are two kinds of drainage systems being installed. One system (where the boring took place) is for the mainline. The other system (open and box-culvert) is for

drainage off the mainline. The purpose of the latter system is to keep water from running onto the mainline. This system will run parallel to the freeway, and is being built to the north and south sides of the freeway. This drainage system will connect to the existing creeks at Marshall and Emerald. Water comes from Fruit Street to Emerald Wash. On the north side, water drains parallel to the freeway west to Wheeler Road where it crosses the freeway via the newly constructed flume system and dumps into Marshall Creek. The mainline system (draining water from the freeway itself) will connect to the Puddingstone Channel.

Rudy Cao, is Resident Engineer on this project. Carnie Ho, Jose Ventocilla and Chia Chi Wang are the respective Branch Chiefs on these projects.

District 7 Director, Robert W. Sassaman said, "A project of this magnitude involves a lot of hard work, diligence and patience. The Resident Engineer and Branch Chiefs, along with their staffs, should be commended for keeping construction of the 210 Freeway on time and on target."

The Los Angeles portion of the freeway is expected to complete in the late summer of 2002 and the San Bernardino portion in late 2002. •



In the early days of her Caltrans career, Irma Lopez worked as a Secretary in the Executive Office.

Lopez Retires

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worked in Right-of-Way and as a secretary in the Executive Office for many years. She worked for Heinz Heckeroth when he was Chief Deputy District Director and with former Deputy District Directors Chuck Ford and Dave Roper.

Irma said she especially enjoyed coordinating the district's Highway Art Program while working in the Citizen Participation Branch. She developed a rapport with many local mural artists who frequently stopped by to visit her. As Chair of the district's Women's Advisory Committee, Irma demonstrated her outstanding leadership skills. She really enjoyed serving on the committee and getting to know many women employees.

Irma was on the front lines and fielded hundreds of public calls while working in the Media Relations/Public Affairs office. She has a special talent of being able to calm down irate callers. She also made foreign visitors from all over the world feel welcome when she arranged district tours. And she frequently received communications from foreign consulates and was known throughout Los Angeles as the "Caltrans tour contact."

Irma lives in Walnut with her husband and two sons. •



Inside Seven

The following letters, some from students, were sent to Mike Lopez, Division of Construction after leading a tour of the Route 210 construction site in La Verne.

Dear Mr. Lopez:

On behalf of the staff and the Planning Commission, thank you so very much for the wonderful Route 210 freeway tour this morning. It was not only educational, but also enjoyable. We appreciate your taking the time from your busy schedule to show us the progress thus far. We also appreciate your explaining the construction process within the Los Angeles corridor. We know the Commissioners found it fascinating. This is an enormous project; we're not likely to see its match any time soon. Thanks again for your time and for sharing your knowledge.

Arlene Andrew, Senior Planner
Maria Tipping, Freeway Liaison
City of La Verne

Dear Mr. Lopez:

I am writing this letter to thank you for showing us the freeway that you and your department are building. I think what you are doing is for a good cause and very important. When the freeway is finished, people are going to have better ways of getting to their destinations. I learned a lot of new things, like how much it costs to build a freeway and how much time it takes. I think it is cool that Caltrans is letting the people know that you are going to build a freeway. You also moved some palm trees instead of destroying them and you stopped building the freeway because a bird was nesting in a tree

across the freeway. I am glad that you called some environmentally concerned people to move the nest somewhere else. Thank you for the tour and for reading my letter. Good luck to you, to the new freeway and to Caltrans.

Jorge Baeza, Los Angeles

Dear Mr. Lopez:

How have you been? Our class has been talking about all of the big trucks and tractors that you work with. I wrote this letter to thank you and all the people you work with. First of all, I want to thank you on behalf of the class for your quality time and for the tour you gave us around the work site. We really benefited from seeing what your job is about and what you and your staff are in charge of. We also benefited because some of us like what we saw at the construction site and many of us are thinking about becoming future Caltrans employees, like supervisors or maybe even architects. In conclusion, I would like to say that the tour was really interesting. Again, thanks for making more freeways for us. In a couple of years, maybe my classmates and I will be working for Caltrans and help the company grow.

Alfred Llanes, Los Angeles

Dear Mr. Lopez:

Hello! My name is Jose Bibriesca. I am one of the students who went on the field trip to Route 210. The reason I am writing is to thank you for showing us around. I really appreciated that you and your crew were kind enough to talk to us about the new freeway. It

was really interesting. Hopefully when the freeway is about finished, you will invite us over to see how it all came out. Thank you very much.

Joe Bibriesca, Los Angeles

Dear Mr. Lopez:

The reason I am writing is to thank you for the time you gave us on the field trip. I had a good time and I appreciate you giving valuable time to us so we can learn something we don't get taught in school. What we learned was that all your construction has to come out perfect and that you spend many years of your life planning it. And I am glad you care about public opinion. Thank you again for taking your time and effort that you put into the tour. I hope you enjoyed the tour as much as I did.

Viridinia Felix, Los Angeles

Dear Mr. Lopez:

I am writing to thank you for taking the time to show me and my classmates how to build the future 210 Freeway. At first I wasn't so interested and I figured Caltrans would be a very masculine atmosphere. Where would there be a place for me? As you showed us around and began to explain everything, I realized it is not as masculine as I thought. I think it is great! I think you people are doing a good job working to make Los Angeles a better place. I appreciate you taking the time to help me realize all the hard work you do for us. Thank you once again.

Sylvia Gil, Los Angeles

What's **Cookin' At Caltrans**

FALL FAVORITES

CHOCOLATE DIPPED CARAMEL APPLE

From www.kraftfoods.com



- 4 medium apples
- 2 tablespoons water
- 1 pkg. (14 oz.) caramels
- 4 wooden craft sticks
- 1-1/2 cups chopped Planters nuts or almonds
- 1 pkg. (4 oz.) Baker's German Sweet Baking Chocolate
- 2 teaspoons margarine, butter or shortening

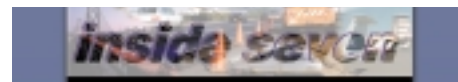
Wash/dry apples; insert stick into each stem. Microwave caramels and water in deep microwavable bowl on high 2-3 minutes until melted and smooth, stirring every minute. Dip apples into caramel; turn until coated. Scrape excess from bottom of apple. Roll bottom halves into nuts. Place on greased tray. Refrigerate 15 minutes. Microwave chocolate and margarine in bowl on high 2-3 minutes until chocolate is almost melted stirring halfway through heating time. Stir until completely melted. Drizzle apples with chocolate. Let stand on waxed paper until chocolate is firm. Store apples in refrigerator up to two weeks.

AUTUMN DAYS CAKE

From *Gold Medal Winning State Fair Cakes*

- 2-1/2 cups Gold Medal all-purpose flour
- 1-1/2 teaspoons baking soda
- 1 cup each granulated and packed brown sugar
- 3/4 teaspoon ground cinnamon
- 3/4 teaspoon each ground cloves and salt
- 1/2 teaspoon baking powder
- 1-1/4 cups butter or margarine, softened
- 1 can 15 oz. pumpkin (not pie mix)
- 3/4 cup each dried cranberries and chopped pecans, toasted
- 3 eggs

Heat oven to 350°. Grease bottom/sides of rectangular pan; lightly flour. Mix flour, baking soda, baking powder, cinnamon, cloves and salt; set aside. Beat butter and sugars in bowl on medium speed, scraping occasionally, until fluffy. Beat in eggs one at a time, beating well. Beat in pumpkin. Gradually beat in flour on low speed; scrape occasionally beating after each addition until smooth. Stir in cranberries and pecans. Pour into pan. Bake 45-47 minutes until toothpick inserted in center comes out clean. Cool pan on wire rack. Frost with your favorite cream cheese frosting.



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